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REPORT NO.

INFORMATION REPORT

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COUNTRY East Germany

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SUBJECT Railroad Construction Projects

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THIS IS UNEVALUATED INFORMATION.

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SOURCE

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1. In late February 1954, source learned that 8 turbines were scheduled to be set up at the Muldenstein power plant for the electrification of the Halle-Leipzig line. Two other turbines for the power supply of the Halle-Bitterfeld net, which had been returned by the Soviets and were being overhauled by the Bergmann-Borsig Firm, were also scheduled to be installed. The power station was planned to have an output of 25 MW by 1 October 1954. Twelve boilers were under construction. Additional four boilers were scheduled. The power plant was scheduled to be in full operation by late 1954.¹

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2. In late February, source determined [] that the second track on the Halle-Koethen line was under construction. Ties and rails had arrived during the first period. Double-tracking was also under way at the Wolfen-Dessau stretch.²

3. A railroad telegram from the Greifswald regional railroad headquarters to the Pasewalk and Therswalde railroad offices indicated that, beginning 15 March, the Tantow-Pasewalk line was to be blocked for four months because of construction work; the entire line was to be re-routed via the Grambow-Stettin line during that period, and that no timetables had been agreed upon in cooperation with the neighboring Polish headquarters.³

4. On 8 March, the connecting curve for Neubrandenburg which joins the Pasewalk-Angermuende main line near Prenzlau was not yet completed except for the ballast. The bare structure of the interlocking switch was completed. Rails and signal installations still had to be supplied.⁴

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5. In early March, source determined [] that the Angermuende-Tantow line was blocked to freight traffic for a period of four months beginning on 1 March. Traffic will be re-routed via the Pasewalk-Grambow line during that period.⁵

6. In late February, preparations for the reconstruction of the make-shift bridge across the Randow River near Loecknitz had started. A hutment for workers was constructed at the site.⁶

7. The following is a tabulation of the 1955 investment plan of the Greifswald regional railroad headquarters:

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CLASSIFICATION

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STATE	<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	NSRB	<input type="checkbox"/>	DISTR
ARMY	<input checked="" type="checkbox"/>	AIR	<input checked="" type="checkbox"/>	FBI	<input type="checkbox"/>	

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Location and Type of Work	Estimates	Km of Rails	Switch, Units
Ducherow-Ahlbeck ⁶ railroad station	6,000,000	12,000	8
Stralsund station rails	750,000	1,850	16
Bad Freienwalde station reconstruction	1,000,000	3,250	24
Altranft station crossing	261,000	0,750	4
Eberswalde station 4 rails	300,000	1,200	4
Britz station crossing	150,000	200	6
Mesekenhagen station	403,000	750	4

These preliminary projects were not yet approved by the Ministry of Railroads.

8. Winzer (fnu), official in charge of railroad lines who had been transferred to the Schwerin regional railroad headquarters from the Ministry of Railroads announced at an internal conference that the railroad maintenance program could not be executed completely in 1954 for lack of materials. Rails arrived from the USSR and were now welded together to a length of 50 meters, while only 10 percent of the ties expected were supplied. No other deliveries were scheduled for March 1954. The rails were to be fitted with special nails which were expected to be delivered from Western countries.⁷

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9. In conjunction with the reconstruction of the bridge across the Oder River near Neuruednitz, the dismantled Wriezen-Neuruednitz stretch was scheduled to be reconstructed.⁸

10. Construction projects scheduled to be executed in 1954 are handicapped by lack of material. Although the Grossbeeren-Justerbog line had been completed double-track, the terminal stations could not start operation as a result of lack of switchings.⁹ This also applies to the reconstruction of the Northwest ring at which only the Brieselang-Wustermark stretch with two curves toward Wustermark freight station and Wustermark railroad station will be constructed in 1954. Projects planned for 1955 on the Birkenwerder-Brieselang line include the Hohenneuendorf and Hennigsdorf/Nord crossing with transitions to Velten; the crossings in Schoenwalde and Falkenhagen; and preparatory work for the Stendal line in the area of Wustermark which is required for the construction of the large curve cross in that area. Bridges were also scheduled to be completed on the Wildpark-Michendorf line.¹⁰

11. The Ministry of the Interior plans to establish two large fuel depots, one with a capacity of draining 60 tank cars at a time on the Koenigswusterhausen-Beeskow line near the Kablow railroad station, and one near Tasdorf north of Ruedersdorf with a connecting track, 3 to 4 km long, branching off near Ruedersdorf.¹¹

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1. Comment. Information on the reconstruction of the dismantled railroad power station in conjunction with the electrification of the lines of that area was previously received.

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- 25X1 2. [REDACTED] Comment. The two projects are part of the 1954 construction program. Delivery of new rails from the USSR seems to make its execution possible. See also paragraph 8 of the present report.
- 25X1 3. [REDACTED] Comment. The Scheune-Stettin border crossing point is served by the Pasewalk-Grambow and Angermünde-Tantow lines. The line via Grambow had been blocked in 1953. [REDACTED] . The other line via Tantow is now under repair.
- 25X1 4. [REDACTED] Comment. Information on the construction of a connecting curve near Prenzlau was previously submitted. [REDACTED] .
- 25X1 5. [REDACTED] Comment. The permanent bridge is constructed on the Pasewalk-Stettin line.
6. [REDACTED] Comment. The information refers to the reconstruction of a double-track line to the Island of Usedom which had been totally dismantled. The destroyed bridge over the Peene River near Karnin would then also have to be reconstructed. See [REDACTED] . The line is between 30 and 40 km long and needs rails for more than 12 km even if reconstructed single-track.
- 25X1 7. [REDACTED] Comment. In the summer of 1953, Winzer was appointed special commissar for the procurement of rails and ties. [REDACTED] . The deliveries of rails from the USSR began in mid-October 1953. Of a total of 50,000 tons about 42,000 tons had been delivered by late 1953. The large base of the Russian rail which is 132 mm makes it necessary that the rails be fitted with special steel nails which are not supplied by the Russians and unavailable in East Germany and must be obtained from the West. 25X1
- 25X1 8. [REDACTED] Comment. See also [REDACTED] . 25X1
9. [REDACTED] Comment. The completion of this double-track line was previously reported. [REDACTED] .
- 25X1 10. [REDACTED] Comment. Work for the construction of the so-called West Ring Berlin which would close the gap in the Berlin Outer Freight Ring was further postponed. See [REDACTED] . A lay-out sketch was previously submitted. See [REDACTED] .
11. [REDACTED] Comment. The construction of these fuel depots which are probably destined for the KVP was reported for the first time and appears credible, especially as two large KVP depots had already been established in the field of ammunition supply. Kablow is located on the eastern bank of the Kruepel-See Lake east of Berlin. Tasdorf is located about 2.5 km north of Ruedersdorf close to the Fredersdorf-Ruedersdorf single-track branch terminal line which branches from the Berlin-Kuesstrin main line toward the south.

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SECRET/ [REDACTED]

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